## California High-Speed Train Project



Anaheim to Los Angeles Section Alternatives Analysis Phase

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

## **Anaheim Community Meeting**

Anaheim-Los Angeles Project Level EIS/EIR

January 20, 2010







### Overview



#### CALIFORNIA HIGH-SPEED RAIL AUTHORITY

- Welcome/Introduction
- OCTA's support and commitment
- Project benefits and funding
- Environmental process overview
- Alignment options
- Opportunities for feedback







## Tonight's Presenters





**Anaheim to Los Angeles Section** Alternatives Analysis Phase

Curt Pringle — Mayor, City of Anaheim; Chair, California High-Speed Rail Authority; Board Member, Orange County Transportation Authority

Darrell Johnson — Executive Director, Orange County Transportation Authority

Jeff Barker - Deputy Director, California High-Speed Rail Authority

Linda Amato — Environmental Manager, Anaheim-Los Angeles High-Speed Rail Team

Dave Thomson – Project Manager, Anaheim-Los Angeles High-Speed Rail Team







## Why Are We Here?



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## Collaboration:







YOU!







## California High-Speed Trains

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Approved by voters in 2008

Largest public transportation Millbrae sportation Project in U.S. history

First high-speed train project in the U.S.

- Anaheim to San Francisco in less than three hours
- Project will be operational during this decade









### **OCTA** As Partner





### Anaheim to Los Angeles Section Alternatives Analysis Phase

- Rail improvements coming to Orange County
  - High-speed trains
  - o ARTIC

Metrolink service enhancements











## Anaheim – Why Here?





### Anaheim to Los Angeles Section Alternatives Analysis Phase

- Access to major regional attractions and businesses
- Access to other parts of the state

High-speed trains integrate into ARTIC

High-tech and skilled-worker jobs



### Anaheim - Future ARTIC Station



- Direct connection with multiple transit modes
- Direct connection to Angel Stadium and Honda Center









## Important for California's Future

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- Provide congestion relief for freeways and airports
- Proven technology
- 100% clean, electric power
- Economic strength













## **Building Coalitions**





#### Anaheim to Los Angeles Section Alternatives Analysis Phase

and will help in the development of jobs and local economies. Insis application for federal funds has the support of the voters, the federal and state legislators, local governments, and the business, labor and environmental communities. We, therefore, urge you to fully fund California's high-speed rail applications.

Sincerely.

DIANNE FEINSTEIN

BARBARA BOXER

Senator

DENNIS CARDOZA

Member of Congress

WALLE HONDA

Member of Congress

WALLE HONDA

Member of Congress

Mike HONDA

Member of Congress

Member of Congress

Member of Congress

Member of Congress

DENNIS CARDOZA

Member of Congress

WALLE HARMAN

Member of Congress

WALLE HARMAN

Member of Congress

### Building partnerships

# Attaining congressional support

Supporting California's
HIGH SPEED RAIL SYSTEM

CALIFORNIA LABOR FEDERATION

SIERRA CLUB CALIFORNIA

CALIFORNIA CHAMBER OF COMMERCE

Ray LaHood Secretary of Transportation U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

RE: Support of California's application for High Speed Rail funding

Dear Secretary LaHood:

We are writing in support of the State of California's application to the Federal Railroad Administration for \$4.5 billion in federal funding for high-speed rail. We have come together because the building of a high-speed rail system in California will create sustainable green jobs, spur economic growth and protect our environment.

California has already made substantial investments in a high-speed rail system and is well prepared to receive and use federal funding immediately. For the last ten years, the High Speed Rail Authority has prepared for a high-speed rail system and no other state is as far along in planning and development. California is the only state in the nation that has passed a high-speed



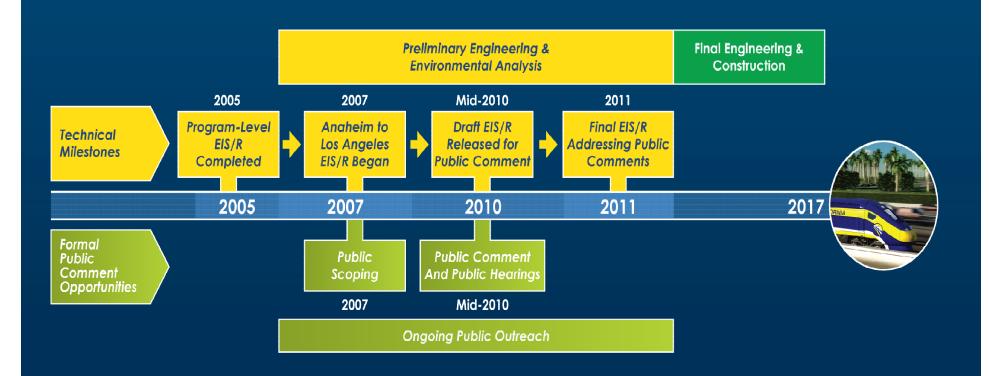




## **Project Timeline**













### **Environmental Process**





- State and Federal Requirements
  - National Environmental Policy Act (NEPA)
  - California Environmental Quality Act (CEQA)
- 2005 Statewide Environmental Analysis
  - Reviewed benefits and impacts of high-speed train from San Francisco / Sacramento to San Diego
- Current Environmental Process
  - Analyzing the potential benefits and impacts of the high-speed train from Anaheim to Los Angeles





### **Environmental Process**



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More than 15 "environmental factors" being reviewed, including:

- Traffic
- Noise
- Changes to communities/neighborhoods
- Historic resources and parks
- Displacements and relocations
- Disruption during construction







## **Environmental Process: Next Steps**





Project Milestone	Date
Complete Draft Environmental Impact Statement/Report	Summer 2010
Invite public review and hold public hearings	Summer/Fall 2010
Incorporate and respond to public comments	Fall 2010/Winter 2011
Complete environmental process and choose an alternative	Spring 2011







## Anaheim – Los Angeles Section





- Parallels the existing Los Angeles-San Diego (LOSSAN) Passenger Rail Corridor
  - 2005 Statewide Level EIS/EIR
- Secured Corridor
  - Grade separations at rail and road interfaces
  - Dedicated to high-speed trains
  - Operating speed of 110 MPH between Anaheim and Los Angeles







## Anaheim – Los Angeles Section

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## Anaheim – Planning Options





- Parallels the existing OCTA rail line
- Multiple options initially reviewed
  - At Grade
  - Tunnel
  - Aerial Bridge
  - Cut & Cover Tunnel







## Anaheim – Options Chart





	At-Grade	Tunnel	Aerial	Cut & Cover Tunnel
OCTA/BNSF impacts during construction	Low	Low	High	High
Property Acquisitions	High	Medium	Low	High
Adjacent property impacts during construction	Medium	Low	High	High
Permanent visual effects	Medium	Low	High	Low

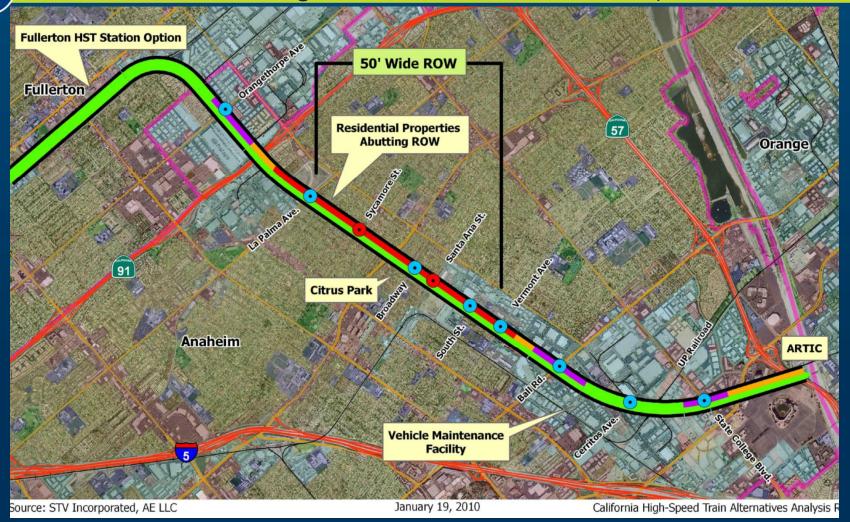






## Anaheim – Current Concepts

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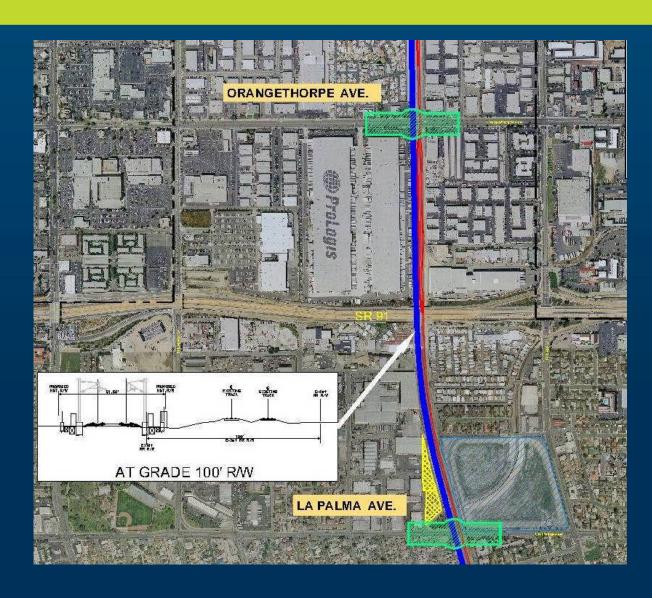
- Parallels west side of existing railroad
  - Affects existing residential and commercial properties along entire alignment
- Grade separates existing crossings
  - Orangethorpe, La Palma, Broadway, Vermont, Ball, South
- Proposed closure of lower volume traffic crossings
  - Sycamore, Santa Ana





























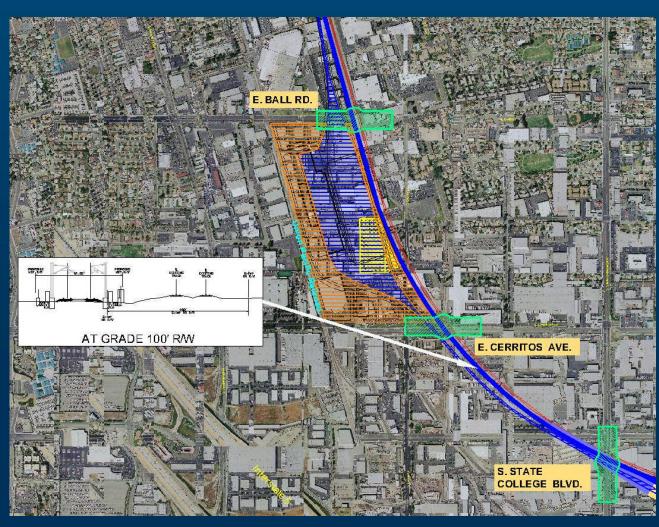


















## Anaheim – At Grade



	Pros	Cons
Grade separations	6 Grade Separations including OCTA track	Potential acquisition property adjacent to Grade separations
	Improve east to west traffic flow	Closure of two crossings
	Secured corridor eliminates train / auto conflicts	
Property		Property acquisitions of homes and businesses
		Potential to adversely affect historic structures
Community / Visual / Noise	Potential for green space/park alongside of alignment	Addition of catenary poles and wire
	Reduced freight and passenger train operational noise	



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- Parallels west side of existing railroad
  - Open Trench begins north of SR-91
  - Twin bore tunnel begins north of La Palma and ends south of Vermont
  - Trench ends south of Ball Road
  - Affects existing residential and commercial properties at entrance and exit of Tunnel
- Future below-ground grade separations more complicated









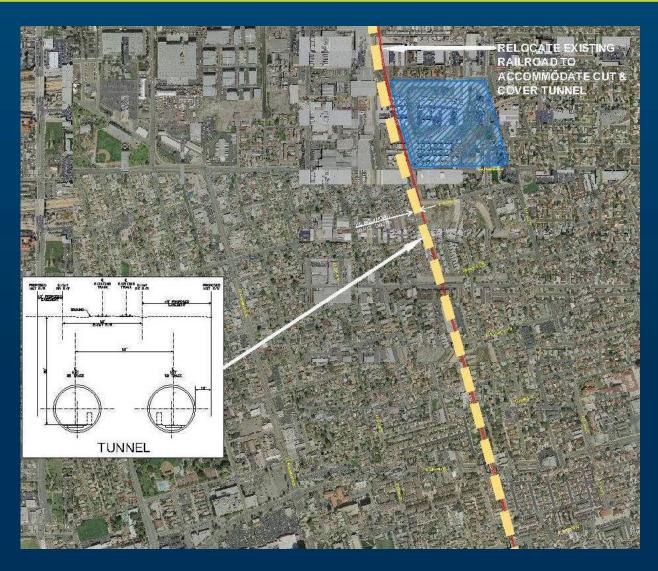




















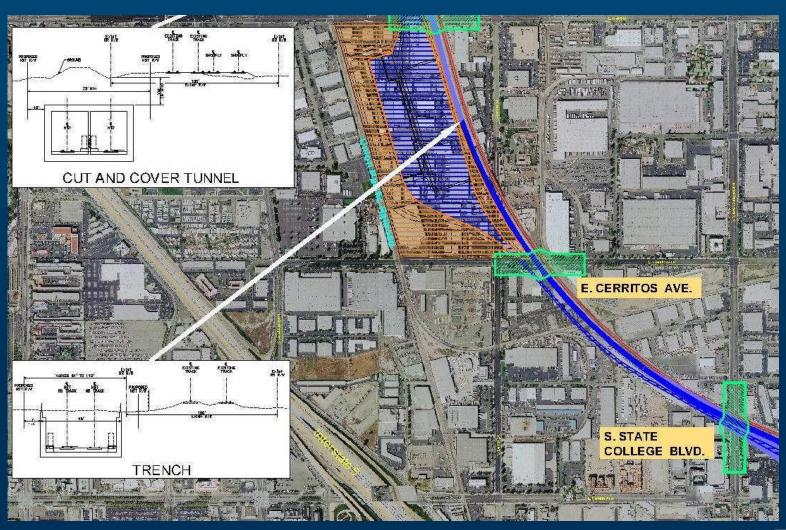


















## Anaheim – Tunnel





	Pros	Cons
Grade separations	2 Grade Separations including OCTA Track, one at north and south ends	Precludes 4 future below ground grade separations
Property	Potentially reduces right of way acquisitions through Anaheim	Potential property acquisitions at tunnel entrances
		Places constraints on property usage above tunnel
Community / Visual / Noise	Potential to reduce effects on historic structures and downtown	Existing train operations and grade crossing will remain at grade
		Open trench within City







## Anaheim – Support Facilities



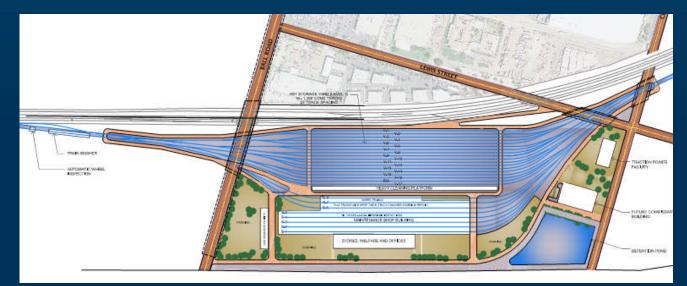


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- High-Speed Train maintenance facility
  - Clean facility
  - High-tech and skilled-worker job opportunities
  - Supports Southern California trains overnight

Electrical substation co-located with maintenance

facility









### Get Involved



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#### **Anaheim to Los Angeles Section** Alternatives Analysis Phase

- Get Involved Public Participation Matters!
  - Review Draft EIS/EIR
  - Attend public hearings
  - Provide written and verbal comments
  - Schedule a presentation with your community or business group



(877) 724-5422 chsra@communityspeakup.com







### Conclusion



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## Question & Answer





